

THE SOUND BOAT LINES

PROSPECTIVE IMPORTANT READ
JUSTMENTS OF THEM.Plans of the Consolidated Railroad Com-
pany—New Railroad Outfit to the Sound
—The Stoughton Line Almost Done—
A Large Freight Terminal at New London
Probable.

New London, Dec. 30.—All rumors to the effect that the City of Lowell and the City of Worcester, or the Norwich line, will be run on the Fall River line hereafter is positively denied by Superintendent Prentiss to-night. But that some change is contemplated in the running of the sound steamboat lines is not doubted in official circles here and in Stoughton. It is contended, however, that whatever changes are made will more seriously effect Stoughton than New London or Norwich, and that it is more than likely that Stoughton will be given up as a terminal port for that line. It has never been the policy of the managers of the Fall River line to run passenger propellers around Point Judith because of their unsoundness in a rough sea. When the last boat of the line, the *Priscilla*, was designed the proposition to utilize a twin screw propeller was discussed at length. It was deemed advisable to stick to the old side wheel type as being the most comfortable for passengers. In view of the same the employees of the Norwich line in discussing the matter to-day stated that whatever change was made in the steamboats the City of Lowell would not be placed on the outside line. It is possible, they say, that the City of Worcester may be utilized for the service around Point Judith, but she is small and commonplace as compared with the palatial *Puritan*, *Priscilla*, *Plymouth* and *Pilgrim*. The Maine and New Hampshire of the Stoughton line, will also be kept on the inside run in all probability. The existing opinion is that there will be no changes unless it is to run the Stoughton boat into New London.

RAILROAD EXTENSION AND IMPROVEMENTS.

On the above subject the New York Evening Post of last night has the following:

With the acquisition of the control of the New England railroad system, and with it of the New York and Norwich boat line, it can be stated on the highest authority here, that the most important adjustment of the sound boat lines will soon ensue, connected also with changes of railroad freight routes which center at New London and Stoughton, and effecting the New London Northern as an outlet of the Vermont Central company, which controls that road as lessee.

At present except at the minor points of Saybrook Junction, the New England system, which for all intents and purposes may be regarded as a large division of the New Haven company, has no common link with the Shore Line division of the latter corporation between New Haven and Providence, a distance of about 113 miles. At New London, where, over the Norwich and Worcester railroad, the New England has had a large business, the New London Northern road, for a distance of some ten miles between that city and Norwich on the west bank of the Thames, has had to be used as a connecting link with the larger steamers of the New York and Norwich boat line.

On the east bank of the Thames, however, the New England division reaches down to Albany's point, six miles from the Thames bridge on the Shore Line route. An extension of that distance will therefore connect the now severed systems, give them a new and independent outlet to the sound, and a freight and passenger terminal at New London. It is stated authoritatively that this link will soon be built. It will be easily constructed, the only possible obstacle being the government navy yard, and probably the federal government will welcome rather than resist a railroad connection. The plant necessarily implies a large freight terminal at New London.

A subsidiary plan is the construction between Baltimore, Conn., and a point near Taftville, Conn., of a link three miles long between the Providence division of the New England road and the Norwich and Worcester line. This will give the New England an independent route from Willimantic to Norwich, New London and the sound, open it to passenger and freight from westward and northern points, and closely parallel the New London Northern for a distance altogether of about twenty-six miles between Willimantic and New London.

These railroad changes will, as now planned, be attended with the important ones in the Sound boat service. The Stoughton line, will either be dropped entirely or transferred to New London as a freight line. The Providence boat line will probably be operated as both a passenger and freight line throughout the year, instead of a freight line in winter, as now. Freight and

passenger business by the various sound boat lines will be allowed to follow their natural territorial directions instead of being diverted as under the old competitive system. The freight from Worcester and connected points, for example, which used to a large extent go via Providence to Stoughton, a distance of some 100 miles, will now pass over the New England system to New London, a distance of about seventy-two miles.

One result of the consolidation of sound boat lines and of the other changes will be a very considerable economy of operation in the interest of the New Haven company, which now owns by purchase all the stock of the Fall River line and all but a few hundred shares of the Providence and Stoughton Steamboat company. The consolidation of the boat lines must, however, leave several steamboats in disuse on the hands of the New Haven company over and above those held in reserve for emergency. They will probably have to be sold, though, perhaps, retained for further plans in connection with sound ports of Connecticut as yet only hinted at.

The official announcement of some of the foregoing projects of the New Haven company, now that the New England system and Norwich boat line have passed to its control, can hardly be long delayed.

WALLINGFORD.

There was a disgraceful row up near Morrison's saloon on North Colony street late last night between Christmas and New Year's eve. The row was between William Hayden and Dennis O'Grady, who were both drunk. Hayden struck O'Grady a blow on the head, cutting quite a gash. The wound was dressed by Dr. Wilson, who was called out of bed at 1:30 a. m. for the purpose. An attempt was made to keep the fight a secret and have it settled on the quiet. Hayden's friends offered to settle for \$10 and the doctor's fees. O'Grady would not agree and Frank Hayden, a brother, notified Officer Dan O'Reilly of the facts of the case and complaint was made to Prosecuting Attorney F. C. Bartholomew, who made out the papers, and yesterday Officer O'Reilly arrested O'Grady and brought him before Judge Hubbard, where he was fined \$20 for assault and \$5 and costs, \$25, for drunkenness, making a total of \$45, which was settled by O'Grady and his friends.

Undertaker Griswold found himself in a peculiar predicament yesterday and was looking for a way out. The law requires that the undertaker shall have a certificate of death from the attending physician before he can have a burial. Charles Shelly of North Farms died very suddenly Saturday morning and had not had a doctor in attendance. Dr. Davis of Meriden had prescribed for but had never visited the patient. What the undertaker was trying to find out was, who was to make out the certificate of death. Dr. Wilson of the board of health later visited North Farms and gave the necessary certificate.

At the annual meeting of the Arcanum club the old board of officers were re-elected and it was voted to move the club's quarters across the street into the rooms over Murray's and Donder's stores when F. A. Wallace agrees to fit them up in a manner suited to the club's wants.

The hearing on the application of H. S. Carpenter for a license to sell liquor on Hall avenue will come up before the county commissioners in New Haven at 10 o'clock this morning. A number of the residents of Hall avenue and vicinity will be present.

The prospect for the ice crop this winter is not at present a very bright one, although Hallenbeck & Austin of the Wallingford ice company state that they are not alarmed as yet and freudlet ice enough before March is over.

George Gardner, ex. of Washington street, went to New Haven yesterday to have an operation performed by Dr. Carmalt and a tumor removed from his throat.

The Misses Lizzie and Nellie Gardner of Washington street are visiting their sister, Mrs. David Pender, in New Bedford, Mass.

There will be the usual watch meeting at the Advent church to-night when the members will see the old year out and the New Year in with prayers and songs.

R. S. Austin has been appointed trustee of the Buckley Burr insolvent estate in place of F. C. Bartholomew, resigned.

Accendant Judge, I. O. O. F., will elect officers this evening.

A. H. Bartholomew is building a house on South Cherry street.

The funeral of Charles Shelly will be held from the house at one o'clock this afternoon, with burial in the Center street cemetery.

Janitor William Rawson of Company K's armory has been presented with an elegant easy chair by the members of the company in appreciation of his valuable services for the past four years, and with a cash present as a birthday gift from the same source.

One of the Strauss brothers' horses ran away on Church street yesterday afternoon and the buggy was capsized and smashed and Strauss and a friend with him were thrown to the ground and bruised, but were not seriously injured.

The probability is that "The Wages of Sin" company, booked for the opera house New Year's evening, will not appear, as up to last evening the advance agent and paper had failed to materialize.

The case of Buckley Burr came up before Judge Hotchkiss in the common pleas court in New Haven yesterday and occupied the entire day. The action of Judge Martin of the probate court in this town in sending Burr to jail for five days for contempt of court was sustained by Judge Hotchkiss and an appeal to the supreme court was taken by Burr's counsel, Attorneys H. F. Hall and Henry G. Newcomb.

FAIR HAVEN.

Rev. Joseph Cook's Condition—St. James Church Sunday School—Woolsey Lodge—The Calumet Club, Etc.

Willie Hemmingsway received a telegram yesterday from his daughter, Mrs. Joseph Cook, announcing her arrival in Chicago. Mrs. Cook is accompanying her husband to a Clinton Springs, N. Y., where he is to be placed in a sanatorium. It will be remembered that Mr. Cook was taken very ill while engaged in a lecturing tour in Japan. Mrs. Cook states in her telegram that her husband was some weaker than when he left San Francisco.

The Christmas entertainment for the Sunday school of St. James' church was held on Friday evening. Santa Claus was represented as hiding in the character oak, a tree from the forest having been transferred to the Sunday school rooms. From the hollow tree trunk gifts were brought forth for all the children, following which a supper was served. The superintendent, Rev. Mr. Doupe, had charge of the exercises.

Several Fair Haven inventors hold stock in the Bear Valley Irrigation Co., which investment is said to be practically worthless.

The Misses Ives, daughters of H. B. Ives of South Quinlan street, entertained the members of their Sunday school classes a few evenings ago. These classes are connected with the Second Congregational church school, and about fifty of the young people were present. They played games, listened to music and had a very enjoyable time. During the evening a supper was served.

At the last meeting of Woolsey Lodge, Knights of Honor, seven new members were initiated, making sixteen who have joined within the last two months.

Next Monday evening the officers elect will be installed.

Mr. Graham of the Saffers' Snug Harbor, N. Y., who has been visiting his son, George Graham of Chapel street, returned last evening.

The Calumet club will keep open house for the members and friends tomorrow, New Year's day, from 2 until 10 p. m., at the rooms, corner Grand avenue and East Pearl street.

Mrs. Anna Harrison of North Branford, who has been visiting her grand-son, H. Irving Harrison, returned yesterday. On Saturday she was ninety-two years old.

Mr. and Mrs. George M. Baldwin at the Atlanta exposition. They will also visit Florida and be absent several weeks.

The red package box recently located in front of the branch postoffice proved very convenient for the mailing of holiday packages.

Miss Irwin, teacher in the Foxon school, has been called to Baltimore by the illness of her mother.

Miss May E. Forbes of Vassar college is spending the holiday vacation with her mother in East Haven.

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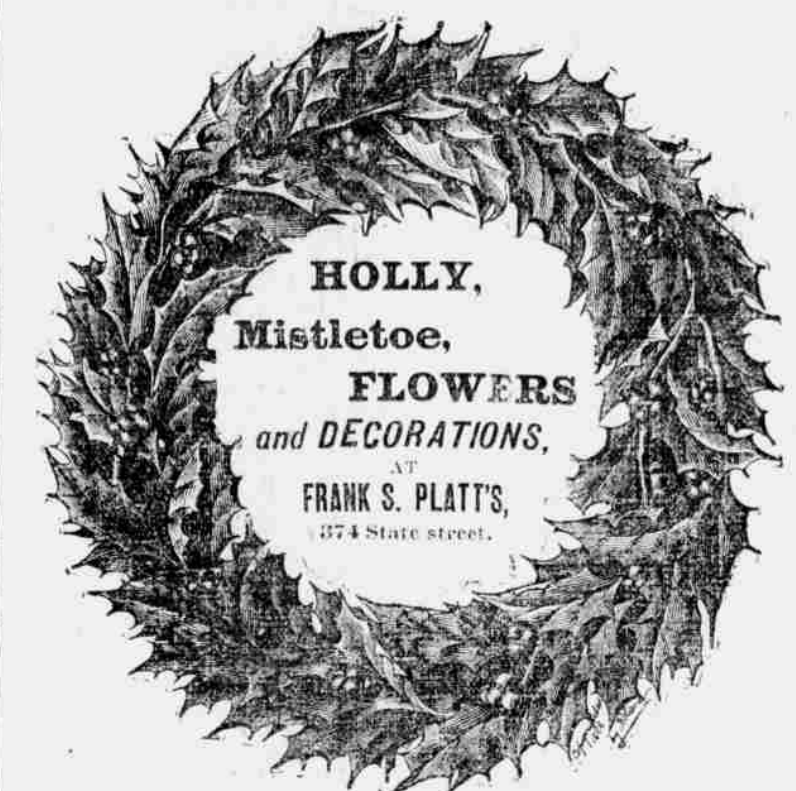
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